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WOMAN'S WORLD: DOMESTIC AND SOCIAL.
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DO ATHLETICS DESTROY DOMESTICITY?
BY ANNIE KENNEL.

Mrs. Jellyby, a type of woman who clothes her babies while her own go more or less unclad, has practically disappeared both from fact and fiction. But Mrs. Jellyby, Miss Hockeyby, and other modern champion athletes bid fair to run her fairly close as a class whose domestic instincts are in danger of being desecrated.

Now it is just as necessary to start fair in an article as in an argument. And when dealing with so debatable a question as Do Athletics destroy Domesticity? it puts a writer in a more pleasant position to begin by making one or two admissions.

Nobody can attempt to deny that co-operative sports help towards teaching girls and women to play the game of life more "square" and justly. A little girl learns in her first contest of infantile rounders that she is expected to score honest and take no mean advantage over friend or foe. Now to "play fair" is said to be the one lesson which every daughter of eternal Eve specially needs to learn. Skillful women players in the world's game say "pass" when this well-worn accusation against their sex crops up.

It is a big case to argue out—this case of Athletics v. Domesticity. And the writer, in her position of counsel holding the domestic brief, is quite prepared to admit that a moderate use of outdoor sports by women may produce good results. Some chronic home-staying women acquire narrow-minded prejudices which clubs and outdoor games help to correct. Women who go to domestic extremes are often the victims of "house nerves" and suffer somewhat from morbid fancies. In short, too much tame housewifeliness is in itself an evil, and outdoor sports tend to an all-round widening of men and women both.

But haven't we carried our craze for feminine athletics a little too far? The world of women at the present moment is suffering from an epidemic of muscular and physical ambition. Mide clubs are the latest addition to the elastic area of woman's sphere. And the Romeo of the next future will doubtless go a-wooing at the butte rather than at the balcony, the Juliet of his desire being a maiden with a musket at her shoulder. It is quite possible this epidemic of muscle may pass, or mitigate, as influenza has passed or mitigated. But if it has come to stay it will have to be put on the list of latter-day diseases. Many modern "up-to-date" girls are trained as though they were destined to become professional athletes. And it will soon be time to arrange a solemn requiem or an "In memoriam" service for those delightful maidens known as old-fashioned "mother's girls."

The type is rapidly becoming extinct; "defunct as the dodo," as one pessimistic old bachelor put it. Here and there a charming specimen of the type crops up. And the man who marries one of her kind has usually enough sense to know that he has drawn a Kob-i-noor in the marriage lottery.

There can be no more mournful sight to an artistic person with ideals as to femininity, than to watch a cricket team—dressed in its mode rationals—from a typical H. G. School whose curriculum seems specially devised to transform the eternal girl into a weak edition of boy. The very way the poor little feminines, whose instinctive tastes have not yet been destroyed, perform their bowling task, is a clear proof that Nature never built them for bat and ball. With narrow brimmed sailor-hats and a pitiless sun beating down on eyes and complexion, apathetic twelve year old girls listlessly wicket-keep for bored gentlemen who feebly resist the attacks of still more feeble bowlers.

What a contrast to a team of keen boy cricketers who really enjoy every bat stroke, to whom a bit of strategic fielding or a ball hit straight from the shoulder, is a thing to be talked about all term. The difference lies in the fact that with boys cricketers is real. It is "make believe" on the part of the girls. If these little novices dared to confess the truth, they would much rather be dressing dolls or baking cake at a nursery cooking store. By process of time it is possible to kill or stifle the domestic instinct, so that girls grow to enjoy these manly athletics. At first they get used to them much in the same way as an eel is said to get used to the ordeal of skinning. On the other hand an athletic keenness in young womanhood may spring from the fact that abnormal tastes, equally with healthy ones, become developed by use and long practice.

Girls used to serve an admirable apprenticeship to motherhood by presiding over well-stocked nurseries of dolls. In years gone by they practiced for an ultimate sweet witness by years of daughterly and domestic devotion to their fathers. Now-a-days when "dad" comes home from the City, ten to one the girls are out playing hockey. Or there is a cycling scorch to be done, or a foursome on the links to be played to the model's end.

Tired out "dad," who provides so many daughters with fine linen and luxuries, cannot count on one of them to relieve the weariness of a hard day spent in the matter-of-fact competition of a city. A modern father does not complain. He appears to take his absence at the letic daughters as a matter of course, and finds his own amusement on the links or at his club, where play at "bridge" runs high before dinner. And it's more than rather likely that his

wife has a match of some kind "on," at one of the athletic clubs where married women most do congregate. She may be playing with her daughters or perhaps she has entrusted them to the care of that new type of woman—the athletic chaperone—who has arisen out of the needs of modern out-door girls. The athletic chaperone takes young women abroad in their sports, sees that no undesirable partners are admitted to a golfing foursome, and is responsible to parents generally for keeping sporting "detrimentals" at a distance.

The non-domestic element in the life of the modern maid is not entirely a matter of choice or inclination. Girls of the "ten mile tramp" type, golfers and cycling record-breakers, have no time to practise the gentle arts of domesticity.

Here is a cutting from the "Sports Column" of a newspaper, describing the condition of an eighteen-year-old girl cyclist at the finish of a record scorch which made her the envy of all athletic women. "With feet so swollen that they had to be almost prised from the pedals, with fingers stiffened so that they had to be uncoupled from the handlebars, pasty-faced and covered with mud, Miss — was far from a pleasant picture to look upon at the close of the run."

Again we read at a somewhat earlier stage of the proceedings, "Her eyes were sunk far back in her head, her tongue was swollen to twice its size, her hands and feet are shapeless bundles of aching nerves; and in the bony, curveless figure that is lifted from the wheel at intervals there is no sign to indicate that the record-rider is a woman." Apparently the spectacle was unpleasing to the multitude, for further on we learn that "She was naturally elated over her success, and allowed herself to be made the star attraction of the celebration which followed. She was not allowed to sleep immediately after the conclusion of her long run, but several glasses of milk and whisky were given to her."

Further back in history—some fifteen years ago—many women fell victims to the athletic craze. It is a far cry from aesthetics to athletics; from the trailing garments and lilies of the willowy school to short rationals and a canvas bag of golf clubs. But woman has accomplished the feat with her usual thoroughness. Girls, who a few years ago, would have been training up to a Burne Jones ideal, now don short skirts, take up their stout hockey sticks, and challenge a stalwart company of young men and maidens to muscular combat.

For a season it was a fashion among women to go in for politics, to make record reapings in the Primrose field, and vie with one another to recruit the folds of the Women's Liberal Association. Then somebody invented the golfers and the hockeyers—perhaps as an antidote to political ambitions. For many years past outdoor sports have absorbed "women's suffrage," and demands for a place at the polling booth. In fact, athletics have banished all other feminine pursuits and fancies into an ignominious back seat. Few among us are able to be Moderates; the tendency of our sex is to go to extremes. Since the beginning of time no woman's movement has had such an effect on home and society as the modern "movement" in favour of muscle. It has lasted longer than any other popular craze, and seems to have taken deep root in all sorts and conditions of women.

The troubles with servants which threaten the horizon of the "happy homes of England" is another development of the modern want of domesticity. Like mistresses, like maid. An undomesticated mistress manufactures undomestic servants. The parlourmaid has progressed to the modern ideal of eternal change, and expects to ride a bicycle. Mistresses complain that their maids are everlastingly going to fresh situations. The peripatetic parlourmaid has merely borrowed an up-to-date light reflected from the drawing-room. Her mistress is an object-lesson of perpetual motion. She must for ever be taking a run to Brighton or a trip North to try those delightful new links.

Many girl and woman athletes play golf or hockey "for their country." Here to-day, there to-morrow, touring about "keeping up the honour of their club," etc. It is all part and parcel of the modern undomesticity. A married woman cannot serve two masters; she cannot maintain the traditions of an athletic club, and keep up the domesticity of her home. It is quite possible to play some game as a recreation, and retain a delightfully domestic household. But the athletic woman who goes in for "medal play" and pot prizes on link or tennis court, can hardly escape the danger of two rival interests. On the other hand—taking the opposite extreme—the hobby of wife and mother can be ridden to death. A woman may grow small-minded and narrow-hearted through dwelling too long and oft by her "ain fireside."

The difficulty is to draw the line between a recreation and a professional pursuit. 'Tis an unfortunate fact that in many a town where the feminine athletic club is in a most flourishing condition, not one woman visitor ever goes near the Orphan Asylum on the hill. Poor old folk lie week after week in the workhouse infirmary with never a fresh face to cheer their passing days. Where are the girls and women? Ask at the golf pavilion. In the big children's wards of the London hospitals a whole month sometimes passes without a kindly woman visitor to seek out the friendless and motherless

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among the sick bairns. Many girls, wives and mothers who haven't "time" to district-visit, or take turns at workhouse and hospital wards, are at the local athletic club four times a week.
Modern women run their houses more systematically than their old-fashioned sisters, and do not therefore need to spend so much time indoors. But a systematic, well-ordered house is not necessarily a "home" in all the real sense of the word. Indeed, it is only too true that the children of some athletic mothers are brought up in a virtual orphan asylum. Their food, raiment and material needs are well looked after. But the real mother is "Nanny" the nurse, hired at £20 a year to play mother by default.

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AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 25th inst., at Daylight.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	N. Trent	NIPPON YUSEN KAISHA	On 12th April, at Daylight.
KOBE & YOKOHAMA	INABA MARU	Jap. str.	—	W. Bainbridge	NIPPON YUSEN KAISHA	On 2nd inst., at Noon.
KOBE & YOKOHAMA	YAMAGUCHI MARU	Jap. str.	—	T. Mura	BUTTERFIELD & SWIRE	To-morrow, at 5 P.M.
SHANGHAI & JAPAN	SECHUEN	Brit. str.	—	C. F. Luckstone, R.N.R.	P. & O. S. N. Co.	To-morrow, at Daylight.
SHANGHAI	CANTON	Brit. str.	—	L. M. Wilmer, R.N.R.	P. & O. S. N. Co.	On or about 30th inst.
FOOCHOW VIA SWATOW & AMOY	SORBAON	Jap. str.	—	S. Atsumi	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
SWATOW, AMOY & TAIWAN	AKASHI MARU	Jap. str.	—	K. Saitaki	MITSUI BUSSAN KAISHA	On 3rd April, at Daylight.
TAMSAI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	T. Ogata	DOUGLAS LARPAIK & CO.	On 31st inst.
HAIPHONG	HAIPHONG	Brit. str.	—	Badhurst	BUTTERFIELD & SWIRE	To-day, at Noon.
CEBU & ILOILO	KAIPOING	Brit. str.	—	G. T. Blackland	SHAW, TOMES & CO.	On 29th inst., at 5 P.M.
MANILA	ESPERANZA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 24th inst., at 5 P.M.
MANILA	SUNOKANG	Jap. str.	—	N. Tait	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
MANILA	ROSETTA MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 3 P.M.
MANILA	TAIYUAN	Brit. str.	—	—	P. & O. S. N. Co.	To-day, at 4 P.M.
SINGAPORE, COLOMBO & BOMBAY	MAZAGON	Brit. str.	—	R. T. L. Cook, R.N.R.	JARDINE, MATHESON & CO.	On 3rd April, P.M.
SINGAPORE, PENANG & CALCUTTA	SAVIO	Brit. str.	—	Tadd	SANDER, WIELER & CO.	On 29th inst., at Noon.
SINGAPORE & BOMBAY	MELOMENE	Aus. str.	—	Matovich	NIPPON YUSEN KAISHA	—
BOMBAY, VIA SINGAPORE & COLOMBO	MIKE MARU	Jap. str.	—	S. Kawamura	—	—

SHIPPING.

ARRIVALS.
 Mar. 24, AMIGO, German str., 772, J. Bendz, en, Saigon 20th March, Rice and General.
 — JENSEN & CO.
 Mar. 25, LOKSANG, British str., 979, Lesk, Canton 24th March, General.—JARDINE, MATHESON & CO.
 Mar. 25, TAIHUNG, American str., 1,216, Patterson, Canton 24th March, General.—CHINESE.
 Mar. 25, WHAMPORA, British str., 1,109, Laver, Canton 24th March, General.—BUTTERFIELD & SWIRE.
 Mar. 25, SATUNA, Amr. str., 1,285, Potter, Guam 28th Feb. and Manila 22nd March.
 Mar. 25, WINGSONG, British str., 1,517, T.H. Soler, Swatow 24th March, General.—JARDINE, MATHESON & CO.
 Mar. 25, OCEANIC, French str., 2,081, Schmitz, Marcellus and Saigon 22nd March, Mail and General.—MESSAGERIES MARITIMES.
 Mar. 25, CANTON, British str., 2,164, C. F. Lockstone, R.N.R., London 9th Feb. and Singapore 19th March, General.—P. & O. S. N. Co.
 Mar. 25, KONIGSBERG, German steamer, 3,135, Christensen, Hamburg 5th Feb. and Singapore 19th March, General.—SIEMENS & CO.
 Mar. 25, PATRIANA, British str., 900, Snape, Balic Papua 19th March, Petroleum.—ARNDT, KARBBERG & CO.
 Mar. 25, TRIGONIA, British str., 1,039, Powell, Palo Beckone 17th March, Oil.—ARNDT, KARBBERG & CO.
 Mar. 25, TAILER, German str., 828, Calender, Saigon 22nd March, Rice.—MEYER & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 25th MARCH.
 Formosa, British str., for Swatow.
 Hahoa, British str., for Taiwan.
 Whampoa, British str., for Canton.
 Yuenang, British str., for Amoy.
 Chinkiang, British str., for Canton.
 Yamaguchi Maru, Japanese str., for Moji.
 Jacob Diederichsen, German str., for Hoihow.
 Taihuan, American str., for Shanghai.
 Hoihow, French str., for Pakhoi.

DEPARTURES.

Mar. 24, PEITANG, German str., for Chinkiang.
 Mar. 25, ANNAM, French str., for Europe.
 Mar. 25, INDEPENDENT, Ger. str., for Chefoo.
 Mar. 25, YUENANG, British str., for Manila.
 Mar. 25, CHINKIANG, British str., for Canton.

VESSELS IN DOCK.

ABERDEEN DOCK.—Nivelle, Djibouti, Elita, Noosack.
 KOWLOON DOCK.—U.S.S. Isla de Luzon, U.S.S. Jennington, U.S.S. Yorktown, Lakin, S.M.S. Hertha, Glenogle, U.S.S. Newark, S.M.S. Jaguar, H.M.S. Firebrand, Hanoi, Itcon, Hating, Nippon Maru, Perla, Solent, Lung Tain, Cosmopolitan Dock.—U.S.S. Concord, Coontie, Miles, Victoria, Ousang.

VESSELS ON THE BERTH

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above ports TO-MORROW, the 27th March, at DAYLIGHT.
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 18th March, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA."

Captain G. T. Blackland, will be despatched for the above ports TO-MORROW, the 27th inst., at 5 P.M.
 This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.
 A Doctor is carried.
 For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers.
 Hongkong, 20th February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

THE Company's Steamship

"AKASHI MARU."

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILONG."

Captain Bathurst, will be despatched for the above port TO-DAY, the 26th inst., at Noon.
 For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.
 Hongkong, 25th March, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain Tadd, will be despatched for the above ports TO-DAY, the 26th inst., at 4 P.M.
 For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
 Hongkong, 21st March, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"PLASSY."

Captain C. F. Preston, R.N.R., carrying H.M. Majesty's Mails, will be despatched from this for Marcellus and London, on SATURDAY, the 30th March, at Noon, taking passengers and cargo for the above ports.
 Cargo for Franco and London will be conveyed direct without transhipment.
 Cargo for Bombay will be transhipped at Colombo into the s.s. Maragon.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
 For further particulars, apply to H. A. RITCHIE, Superintendent.
 Hongkong, 18th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIJIN MARU."

Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 31st inst.
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 25th March, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

THE Company's Steamship

"AKASHI MARU."

Captain K. Saitaki, will be despatched for the above ports on WEDNESDAY, the 3rd April, at DAYLIGHT.
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 20th February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

THE Company's Steamship

"AKASHI MARU."

Captain K. Saitaki, will be despatched for the above ports on WEDNESDAY, the 3rd April, at DAYLIGHT.
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 20th February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

THE Company's Steamship

"AKASHI MARU."

Captain K. Saitaki, will be despatched for the above ports on WEDNESDAY, the 3rd April, at DAYLIGHT.
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 20th February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

THE Company's Steamship

"AKASHI MARU."

Captain K. Saitaki, will be despatched for the above ports on WEDNESDAY, the 3rd April, at DAYLIGHT.
 For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 20th February, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWAN.

THE Company's Steamship

"AKASHI MARU."

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
QUEEN ADELAIDE	2,832	F. McNair	March 29
GLENOGLE	3,750	W. Prakes	April 8
CLAREMONT	2,828	J. R. Rae	April 12
OLYMPIA	2,837	J. Trubridge	April 25
TACOMA	2,811	A. Dixon	May 17

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First-class Table, Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES. HONGKONG TO NEW YORK, 48.

The Railroad travelling is second to none on the American Continent: two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 235. The best route to the KLODYKE GOLD FIELDS. Frequent sailings from VICTORIA and TACOMA to DYE and St. MICHAEL.

Rates of Passage to other Points on application. A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 26th March, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	HAVRE, BREMEN & HAMBURG	On 29th Freight.
MARBURG	(London with transshipment in Hamburg)	About 2nd Freight.
SAVOIA	HAVRE & HAMBURG	April 4th Freight and Passage.
BAMBERG	(London with transshipment in Hamburg)	About 8th Freight.
SIBERIA	HAVRE & HAMBURG	About 15th Freight and Passage.
Capt. Kneip	(London with transshipment in Hamburg)	April 15th Passage.

These Steamers have Superior Accommodation for Passengers, and carry a Doctor and a Stewardess.
 For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 26th March, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR SINGAPORE, CO. (MAZAGON)	TO SAIL ON	REMARKS.
LOMBO & BOMBAY	R. T. L. Cook, R.N.R.	3 P.M. 26th Freight only.
SHANGHAI AND JAPAN	C. F. Lockstone, R.N.R.	Daylight 27th Freight or Passage.
LONDON, &c.	PLASSY	Noon 30th See Special Advertisement.
SHANGHAI	C. F. Preston, R.N.R.	Mar. 30th Freight or Passage.
LONDON	SORBAON	Mar. 30th Freight or Passage.
	L. M. Wilmer, R.N.R.	Mar. 30th Freight or Passage.
	G. M. Montford, R.N.R.	Apr. 1st Freight or Passage.

PASSENGER SEASON, 1901. 7,240 tons. March 30th MARSEILLES AND LONDON DIRECT. 7,383 tons. April 27th. Without Transshipment.
 For Further Particulars, apply to H. A. RITCHIE, Superintendent.
 Hongkong, 16th March, 1901.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

YAMAGUCHI MARU MOJI, KOBE and YOKOHAMA TUESDAY, 28th Mar., at Noon.

AWA MARU KOBE and YOKOHAMA WEDNESDAY, 29th Mar., at Noon.

MIKE MARU BOMBAY, VIA SINGAPORE and COLOMBO FRIDAY, 29th Mar., at Noon.

ROSETTA MARU SYDNEY and MELBOURNE, via MANILA THURSDAY, 29th Mar., at Noon.

TAMBA MARU ANTWERP, VIA SINGAPORE and PENANG, COLOMBO & PORT SAID FRIDAY, 30th Mar., at Noon.

INABA MARU KOBE and YOKOHAMA FRIDAY, 30th Mar., at Noon.

IZUMI MARU VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, KOBE, MOJI and YOKOHAMA SATURDAY, 31st Mar., at Noon.

SANUKI MARU ANTWERP, VIA SINGAPORE and PENANG, COLOMBO & PORT SAID FRIDAY, 19th April, at Noon.

For further information as to Freight, Passage, etc., apply to the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIHARA, Manager.

Hongkong, 26th March, 1901.

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OCEAN STEAMSHIP COMPANY.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PYRHEUS"	On 28th March.
GLASGOW and LIVERPOOL	"ANENOR"	On 1st April.
GLASGOW	"ULYSSES"	On 11th April.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON	"STENTOR"	On 2nd April.
LONDON	"IDOMENEUS"	On 16th April.
LONDON	"AGAMEMNON"	On 30th April.
LONDON	"AJAX"	On 23rd April.
LIVERPOOL, DUNDEE, and Glasgow	"TANTALUS"	On 15th April.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 21st March, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SZECHUEN"	On 27th March, at 5 P.M.
CEBU and ILOILO	"KAIFONG"	On 29th March, at 5 P.M.
MANILA	"SUNGKIANG"	On 28th March, at 5 P.M.
MANILA	"TAIYUAN"	On 9th April.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 25th March, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.	DATE
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, Mar. 28, 1901, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	TUESDAY, April 23, 1901, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)	THURSDAY, May 16, 1901, at Noon.

THE Twin-Screw Steamship

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on THURSDAY, the 28th March, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 25 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 5th March, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

Another Oceanic American ship, Amesbury—Standard Oil Co.
Colonese British steamer—Doddwell & Co., Limited.

HATTIE C. SMITH, American schooner, Riley—Master.

MOZAMBIQUE, British ship, Bobb, Clarence—Standard Oil Co.

SEA WITCH, American ship, Howe—Master.

VESSELS ON THE BERTH.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU. TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU. THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On 15th April.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on 15th April. Through Bills of Lading issued to any point in the United States. Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego. For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan, Hongkong, 26th February, 1901.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY. VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Apr. 30, 1901, at Noon.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, May 25, 1901, at Noon.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 30th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 25 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 13th March, 1901.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with Trans-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailing from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to DODWELL & CO., LIMITED, General Agents for China and Japan, Hongkong, 4th August, 1897.

AMERICAN MACHINERY.

WE HAVE OPENED A MACHINERY DEPARTMENT, and are prepared to furnish, on order, STEAM ENGINES, GAS and OIL ENGINES, BOILERS, PUMPS, LATHES, DRILL PRESSES, PLANERS, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHINIST'S SMALL TOOLS, BUILDER'S HARDWARE, &c.

Made in America (U.S.A.) Prices quoted f.o.b. New York, or c.i.f. Hongkong.

REUTER, BROCKELMANN & CO.,

Hongkong, 3rd December, 1900.

NOTICES TO CONSIGNEES.

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H. A. L. Steamship

"SERBIA," Captain Sachs, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 24th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 3 P.M. No Fire Insurance has been effected.

SIEMSEN & CO.,

Agents.

Hongkong, 20th March, 1901.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLEBERG, LONDON AND STRAITS.

THE Steamship

"GLENGYLE,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 27th instant will be subject to rent.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW,

Hongkong, 21st March, 1901.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENCLEUCH,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their goods have been landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant, will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 1st prox., or they will not be taken into consideration.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 23rd March, 1901.

FROM NEW YORK, SINGAPORE AND MANILA.

THE H. A. L. Steamship

"ASTORIA,"

Captain Ostermann, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 23rd inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 3 P.M. No Fire Insurance has been effected.

SIEMSEN & CO.,

Agents.

Hongkong, 23rd March, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LD.,

Agents.

Hongkong, 22nd March, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"AJAX"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Kowloon Godown Co.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 22nd inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 27th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 30th inst.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 20th March, 1901.

NOT RESPONSIBLE FOR DEBTS.

WITH This Day Mr. E. JOCKERS ceased to be a CLERK at our Office, and we don't hold ourselves RESPONSIBLE for any DEBT incurred by him.

NORDDEUTSCHER LOYD,

Superintendent's Office,

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Hongkong, 16th March, 1901.

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2736

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313

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